

pense,—to travel, in short, by ordinary trains, were not the latter so extravagantly high in comparison with the others.”—The main trunk lines being now pretty well ramified throughout the country, and branches too having shot up in many quarters; twig feeders, if we may so call them, are now likely to be formed; and when that is the case, the whole population of the country will be on the move, and a noble harvest will be reaped by railway shareholders. Hitherto the railway system may be fairly compared to a newly planted tree whose minutest rootlets, not yet thrust through the ground, are of vastly greater importance in supplying it with nutriment than either its branch roots or its main root stems. The shooting of these rootlets, therefore, ought to be fostered and hastened if the tree is to prosper. This process in the railway system has fairly begun, and it will now probably more and more rapidly increase. The more immediate occasion of these few remarks is the fact that the “Mayfield Railway Company” is just formed, with a capital of only 12,500*l.* in 10*l.* shares. This line, which is a branch of the Hastings and Tunbridge Wells Railway, is only six miles in length, and is to run from Lewes to Mayfield, for the transport of agricultural materials and ironstone. Only a single line of rail is to be laid down. A project is also coming out, called the Poplar and Greenwich Railway and Steam Ferry Company, being an extension of the Camden-town and Blackwall Railway, through the Isle of Dogs to Greenwich. The capital required is 90,000*l.* in 20*l.* shares.

REFORM OF EPITAPHS.

As you have taken great pains, more than once, to expose the absurd, not to say blasphemous, inscriptions on the headstones in many of our churchyards. I think it right to forward the inclosed, which I copied a few weeks since, *verbatim et literalim*, from a headstone in a village about five miles from Birmingham:—

“Tho’ I was born on Christmas-day,
My parents was so glad of me;
That to the wise man they did go
The nature of my birth to know,
Who said ingenious I should be;
So a good trade provide for me;
So to the nailblock I was set,
As if the Lord they meant to fret,
Which I persude till 23,
Then 7 years sawing was for me;
Then to the plane and other tools
My God directed me to use,
For wat was offer’d me to do
My heart and hands could it go thro’ h.”

The last four lines are not legible.

J. BRINE.

The following remarkable epitaph was taken from the tombstone of Margaret, or commonly called Margery Scott, Duchess of Dalkeith, seven miles from Edinburgh, who died at the age of 125 years:—

“Stay, passengers, until my life you read,
The living may get knowledge by the dead:
Five times five years I lived a virgin life,
Ten times five years I lived a virtuous wife,
Ten times five years I lived a widow chaste,
Now, weary of my mortal life, I rest.
I, from my cradle to my grave, have seen
Eight mighty kings in Scotland, and a queen:
Twice did I see the proud palace pulled down,
And twice the clock was humbled to the ground.
I saw my country sold for English ore,
And haughty Steward’s race subsist no more.
Such revolutions in my time have been:
I have an end to all perfection seen.”

F. P.

I copied the following from the churchyard named.

C. LAURE.

“The dame that lies sleeping in this silent tomb
Had Rachel’s heart, and Leah’s fruitful womb;
Abigail’s wisdom, Lydia’s faithful heart,
Martha’s just care, and Mary’s better part.”

In the same churchyard:—

“Silent grave, to thee I trust
This precious pearl of worthy dust:
Keep it safe, oh, sacred tomb,
Until his friend shall ask for room.”

Bonchurch, Isle of Wight, on two brothers, aged 19 and 20—(1754):—

“We lay us down to rest,
And God above will raise us at the last.
Lead your lives no worse than we,
You need not fear but Christ to see!”

I find the following matter-of-fact epitaph in “Notes and Queries.” Mr. Thos. Hammond, parish clerk of Ashford, in Kent, was a good man, and an excellent backgammon player; and what is singular, was succeeded in office, on his demise, by a man of the name of Trice:—

“By a change of the dye
On his back here doth lie,
Our most audible clerk Mr. Hammond.
Tho’ he bore many men,
Till three score and ten,
Yet at length, be by Death’s backgammon’d.
But hark, neighbours, hark!
Here again comes the clerk,
By a hit very lucky and nice.
With Death we’re now even,
He just step’d up to heaven,
And is with us again in a Trice.”

NEW RECTORY HOUSE AND CAMPANILE, MARTIN’S-LANE, CANNON-STREET EAST.

THE parish of St. Martin Orgar, now united to the adjacent parish of St. Clement, near Finsbury, formerly possessed a church on this spot, which, after having served as a place of worship for the French Protestants for about twenty years, was pulled down in the year 1820. The old clock tower remained standing till 1851, together with two adjoining houses belonging to the parish, formerly known as “the rectory.”

The important improvements in forming the new street from King William-street to St. Paul’s, and for which one or both of the parish houses were required, suggested to the parish the expediency of providing a new house for their rector, and at the same time by widening the entrance to the lane, and by erecting a suitable clock and bell tower, contributing to the convenience and the embellishment of this locality: with these objects, an arrangement was made with the city authorities to widen the entrance to the lane 5 feet, and the present structure was commenced. It will be seen by the view we present to our readers that the lower part of the tower is united with and forms part of the rectory-house; the upper part only being appropriated for the reception of the clock, whilst the cupoletta, which crowns the composition, receives an ancient bell, which is highly valued by the parish.

The tower, as well as the rectory, is faced with red brick, having stone quoins, cornices, and dressings. The cupoletta is wholly of stone. The height is about 110 feet to the top of the pine, which forms the finial. The tower is five diameters high to the top of the cornice, the proportion adopted in most of Sir Christopher Wren’s towers. The cupoletta, rising 30 feet above the cornice, is an irregular octagon, 9 feet in diameter, with bold carved angular consoles and enriched vases at each corner. It was originally intended to have four clock faces in the upper part of the tower, but the parishioners have decided to return to the old picturesque bracket clock, similar to that which formerly projected from the old tower, so well seen by every passer by. Messrs. Thwaites and Reed have undertaken to communicate from the works in the tower to the new dial plates by a simple arrangement of conducting rods. The new clock case and bracket is to be of English oak, carved and varnished.

The first stone was laid on 25th May last, by the Rev. William Johnson, the present incumbent. Mr. John Davies, M.I.B.A. is the architect, and Messrs. Ashby and Sons are the builders.

On the whole, we think the architect has been successful in carrying out the spirited views of the parish, and in meeting the rather novel requirement of combining a campanile with a private residence, and so perpetuating recollections and associations to which a parish are naturally attached. Mr. Davies had to contend with special difficulties in the great

height of the new houses and chimney stacks in New Cannon-street. His composition promises, however, to tell from many points of the new street and from the bridges (particularly from the Southwark-bridge), and will group not ungracefully or unworthily with the tower and belfries, monuments of the genius of our great Sir Christopher, which rise on all sides around it.

It seems to us that the dials would be better placed higher up the tower; and as they are not yet fixed, we suggest a reconsideration of the question: Where shown in the design, the mood does not pleasantly reconcile them with the windows in the other face of the campanile.

Mr. Davies’s two chief London works are the Synagogue, Great St. Helen’s, and the restoration of Crosby Hall, which he adapted to its present purpose some time ago, contributing north and west façades and the organ and gallery ends of the interior.

Cannon-street is so rapidly approaching completion, that there seems to be no reason why the western end should not at once be opened, so as to assist the old thoroughfare. At a prominent corner of Budge-row and the new street, a building has been erected for the Minerva Life Office. Mr. John Foulton being the architect, and Mr. Myers the builder. Adjoining to this some stone-fronted water-houses are being carried up.

THE IRON TRADE IN SCOTLAND.

IN Glasgow and its suburbs there are no less than thirty-eight iron-foundries all in full operation, besides two new buildings, and three old ones not at work. The extensive malleable iron-works of the West of Scotland Iron Company, at Motherwell, near Glasgow, were lately exposed to sale at the upset price of 32,000*l.* and sold, after a keen competition, for 47,000*l.* to the Glasgow Iron Company. These works were erected a few years since at a cost of upwards of 100,000*l.* They are to be set to work immediately, with at least 250 workmen to produce malleable iron. It is said, by the *Falkirk Herald*, that the iron trade about this town has all at once resumed a degree of activity unprecedented for some years past, and that the price of coals has risen. Should prices continue as at present, the *Herald* declares that the Messrs. Baird (of Gartsherrie, we presume) “will realise nearly 100,000*l.* a year of additional profit on the produce of their own furnaces!” If the English masters ever had reason to dread the over-production of the Scottish furnaces they would now appear to have it. The *North British Mail*, in reference to the present and prospective state of affairs, says, “Does the increase in shipbuilding, which may warrant a rise in plates and bars, justify the advance in pig iron of 65 per cent.; or will shipbuilding, although carried on to three times the extent it now is, take away the yearly surplus of iron that is now made? We think not. If the railway mania of 1845 and 1846 could not clear away the stock that the few furnaces then in existence could produce, how can it for a moment be thought that even a great increase in shipbuilding and the same railway mania again can take away what the lately discovered ores of the counties of Ayr, Durham, Northampton, and Cumberland are adding to the production? In Glasgow and neighbourhood alone we have surplus of 400,000 tons, which speculators are busy putting into the same stores, where, in 1846, many of them left their fortunes behind them.” The last report of the Glasgow market conveys an intimation, which may perhaps check the mania which appears to be breaking out in more quarters than one. It says:—“Our pig iron market opened good this week at 60*s.* but has since gradually declined to 57*s.* cash for warrants, at which sales were made to-day for prompt payment. The late advance has materially interfered with both shipments and local consumption, and the very large quantity of iron being delivered into store has quite alarmed the trade here, who now operate with great caution. The stock is decidedly on the increase.”